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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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[a30-5]

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[a1351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
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General Managers.
Hongkong, 29th April, 1908. [a1364]

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MERCHANT NAVY
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RELIANCE CROWN
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11.30 a.m. to 12.45 p.m. Every 15 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noont. 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
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Hongkong 1st April, 1909. [a545]



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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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Proprietor
late Manager of J. H. Lyons (Treasurers)
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GRAND ORIENTAL HOTEL, Colombo.

TELEPHONE NO. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong, 1st September, 1910. [a43]

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Hot and Cold Water throughout,
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MANAGER.

Hongkong, 24th July, 1905. [a630]

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A FIRST CLASS AND UP-TO-DATE
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renovated, extensively enlarged, and is now
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Large and Airy Rooms, Hot, Cold, and Shower
Rooms, Electric Light throughout and Fans,
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ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of the
latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong, 1st September, 1910. [a43]

"BRAESIDE,"
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.

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Hongkong, 4th December, 1907. [a32]

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Both Hotels electrically lighted, and under
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SATURDAY and SUNDAY MATINEES

ELECTRIC FANS THROUGHOUT THEATRE.
For Full Particulars, See Hand-Bill.

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Hongkong, 27th May, 1911. [a577]

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A COMPETENT MINING ENGINEER
to proceed to one of the East Indian
Archipelago. Apply in the first instance in
writing, with copies of testimonials and state
salary required, to

"MINERALS"
Care of "Daily Press" Office.
Hongkong, 29th May, 1911. [a576]

EMPLOYMENT WANTED.

A Capable CHINESE with a good working
knowledge of English desires employment.
Satisfactory references as to character, &c.
Apply—

A. B. C.
Care of "Daily Press" Office.
Hongkong, 17th May, 1911. [a575]

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[928]

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 30TH, 1911.

The great changes which the use of oil fuel will introduce in the industrial, commercial, and even military operations of the future are suggested by the telegram which we published three days ago announcing that the British Admiralty had contracted with Scottish Oil Companies for the supply of ten million gallons annually, or double the quantity which had been the subject of the original negotiations. Viewed with the prophetic eye, it is not difficult to realise that this decision of the Admiralty is an intelligent anticipation of events, and remembering, too, that the British naval experts have of late years led the world in most matters tending to enhance the value of the navy from a military standpoint, it may be expected that other nations will experiment in this direction also, or else be content to act on the assumption that the tests made by Great Britain must have been satisfactory to warrant such a decided advance on original intentions as is indicated by the doubling of the contract quantity of oil fuel. But tremendous though the changes be which oil fuel will lead to in the British navy—the Dreadnoughts of the near future is expected to be single battleship with no smokestacks—they are likely to be even greater in the more peaceful operations of our varied life. The wonderful achievements of the first decade of the Twentieth Century, with its remarkable progress in the conquest of the air, the greater uses of electricity, and the wider application and perfection of wireless

telegraphy, have accustomed people to entertain new ideas with a receptivity which was impossible to a past generation. No longer do men cling to the belief that what was good for their fathers is good enough for them. No, they realise that there are many ways in which the forces of nature can be made serviceable to man. They realise that there are many gifts lying to their hands which have only to be grasped and utilised. So great is this belief in the rich possibilities of the future, in the discovery of wonders that almost suggest the magical or the supernatural, that the present generation always seem to be standing on the tiptoe of expectation, ready, after the fruits of some fresh discovery have been assimilated, to anticipate another which shall be even more wonderful. In the same way that we are prepared for innumerable applications of the new science of aviation, we may look forward to great changes due to the use of oil fuel.

In the words of the Chairman of the G. M. Oil Fields Company, Limited, in addressing the shareholders the other day in London: "The age of oil is only just beginning. I have preached for some time that soon we should see, not a few trains propelled by liquid fuel, but all trains, as well as the mercantile marine and the navies of the world. In five years' time I think it will be a rare thing to see a horse-cab in London. Probably in from 10 to 12 years it would be a rarity to see a steamer on the ocean with funnels. I have before me an account of a steamer without funnels which has made its first voyage successfully with liquid fuel. It burned about two tons of oil a day, instead of eight tons of coal, and it was cleaner and easier to handle." There is a picture of the future which, it is admitted, does not call for any great flight of imagination. In such oil-producing countries as Russia and Romania, railways, steamships and works are largely run by mineral oil, and that this new agency has not been more freely employed in other parts of Europe is explained by the fact that freight has to be added to the production cost. That being so, engineering plumb on which a large amount of capital has been expended will not be readily scrapped until the economy of oil is demonstrable, and that alone will cause the process of conversion to be slower than might be expected in view of the advantages claimed for oil fuel, but there can be no doubt that in a year or two the construction of railway locomotives and steamships will begin to show the changes which are bound to follow the application of a discovery which is of immense value to the world, and which incidentally removes the fear which many entertained regarding the ultimate failure of our coal supply.

To-day is the American Memorial Day, when the graves of those who have fallen in war are decorated.

The number of smallpox cases in the Colony is decreasing. Only seven were notified last week.

The two cases of plague reported during the 48 hours ending at noon yesterday bring the total this year to 60.

The meeting of shareholders in George Fenwick & Company advertised for to-day has been postponed.

Mr. Klobukovsky, formerly Governor-General of Indo-China, may be appointed French Ambassador in Tokyo.

According to Japanese newspapers over 1,600 houses were destroyed by a fire in the Hokkaido some ten or twelve days ago.

The Sultan of Perak and Kedah sailed on the s.s. *Mooltan* from Penang for England to be present at the Coronation.

On Sunday night the police removed the dead body of a man from Stanton Street. He is believed to have been an opium smoker.

For stealing flowers at a garden at Wongnai-choe Mr. Hazeland yesterday at the Magistracy sentenced a Chinese to eight strokes of the birch and 48 hours' detention.

The following is gazetted:—The King's Own (Yokohama) Light Infantry. The undesignated second lieutenants to be lieutenants. Dated April 1, 1911: Guy de Hoghton and William H. Brooke.

Undeterred, by the death of M. Vallon, another aviator expects shortly to appear in Shanghai, by name Mr. Laurence Rosario, who announces that he will be in a position to make a trip to Kiangnan in the near future.

A correspondent writes to inquire whether the Gynkhana, which should have taken place last Saturday, has been cancelled or merely postponed. He suggests that it be held on Saturday next or Monday (Bank Holiday).

The new Chinese Chamber of Commerce at Bangkok has now been constituted, and will be formally opened at an early date. The Chinese rice-millers, Hongkong traders and others already have their trade societies in Bangkok, but the new Chamber embraces all Chinese trade interests. Mr. Koh Fai Shalk, of Messrs. Koh Mah Wah & Co., is president.

Princes Fushimi is said to have taken to England the Order of the Grand Cross of the Chrysanthemum to confer, on behalf of the Emperor of Japan, upon King George.

A Chinese youth who stole \$110 from his grandmother, who resides at No. 4, Lamont Street, Wan Chai, on January last, was sentenced by Mr. Hazeland at the Magistracy yesterday to six weeks' imprisonment with hard labour.

A Chinese who was caught in the act of cutting a pocket at a theatre at Shaukiwan yesterday was sentenced by Mr. Hazeland at the Magistracy yesterday to two months' imprisonment with hard labour and four hours' stocks.

The Portuguese High Commissioner of the delimitation of the Macao boundary is reported to be on the way to Peking to re-open negotiations for the settlement of the disputes that have been a source of irritation in that place during the past two years.

At the Magistracy yesterday Mr. Hazeland sentenced a Chinese to six weeks' imprisonment and four hours' stocks for stealing two jackets. A similar sentence was passed on another man who stole two jackets and \$37 in money from a house in Centre Street.

The master of a piece-goods shop in Wellington Street has reported to the Police that while walking along Elgin Street on Sunday night he was attacked by two men. They threw him on his back and discovered \$180 in his possession, but did not wait to take the money.

It is extremely gratifying to note, says the *N.C. Daily News*, that not only have all the British store-keepers in town agreed to close their premises on June 22, the date of the Coronation, but practically all their confreres of other nationalities have also decided upon a similar step. In this way it will be possible to make the celebrations the success they deserve to be.

The cry for a reduction of rents is once more being heard among the Chinese population of the Settlement at Shanghai, and it has been ascertained, says the *N.C. Daily News*, that the Rent Reduction Bureau which was more or less troublesome at the end of 1910, has again been established. Once more the moving spirit in the agitation is the patriarch Liu Pao-chang, the venerable nautchian who made a point of leading all sorts of processions into the Settlement. It may be remembered that when the agitation was at its height Liu distinguished himself by making banners out of old sacks, and when taken to the Mixed Court offered to immolate himself on the altar of reduced rents. He puzzled the authorities, both Chinese and foreign, to know what to do with him and his desire for martyrdom, openly expressed, and rather than gratify this whim he was set at large after several very interesting proceedings at the Court. Now, under his tutelage, the Rent Reduction Bureau has taken shape again in the Hongkong district, a d Lin and his followers are pursuing their propaganda with some vigour. Chinese landlords have already been approached, but so far the crusade has been of a very peaceful nature. It will be of interest to see the outcome of the efforts now being put forward.

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Evidence was called, and the case adjourned.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

GERMAN-JAPANESE COMMERCIAL AGREEMENT.

LONDON, May 20th.

The Reichstag Committee has approved of the provisional draft of the German-Japanese Commercial Agreement.

BATTLESHIP AND CRUISER IN COLLISION.

LONDON, May 29th.

The battleship "Bellerophon" and the cruiser "Inflexible" collided off Portland when returning from the Naval Maneuvres. The "Inflexible" had a seven-foot hole knocked in her and needs extensive repairs.

MEXICAN AFFAIRS.

LONDON, May 29th.

Ex-President Diaz is probably coming to Spain.

It is reported from Mexico City that Senhor De la Barra, the Provisional President, proposes the immediate settlement of all war claims.

SULTAN OF MOROCCO'S THANKS.

LONDON, May 29th.

A Fez message states that the Sultan received General Moinier and the principal French officers, and thanked France for her help in restoring order.

[FROM THE "CHUNG NGOI SAN PO."]

DEAR RICE.

SHANGHAI, May 29th.

The rice shops have been ransacked at Ningpo by the poor people who were driven to desperation by the dearth of rice. Business is now at a standstill.

MAGAZINE EXPLOSION.

PEKING, May 29th.

An explosion took place in the powder magazine at Paoting, the capital of Chihli Province, on Saturday, causing great damage.

CONCESSION TO ITALY.

PEKING, May 29th.

The Cabinet has consented to grant a concession to Italy in Tientsin similar to that of the other Powers.

[FROM THE "N.C. DAILY NEWS."]

COUNTY CRICKET.

London, May 22nd.

In the matches played on May 13, 19 and 20: Oxford University beat Port at Oxford by seven wickets; Yorkshire beat Somerset at Taunton by 272 runs; Worcestershire beat Surrey at Bournville by two wickets; Lancashire beat Leicestershire at Leicester by 18 runs; Sussex drew with Notts at Brighton; and Middlesex beat the M.C.C. at Lord's by eight wickets.

ANOTHER PIRACY.

The police have been notified of another armed robbery which occurred last week. A large junk on the way from Pingboi to Hongkong was overhauled near Fung Tung Head at Ming Kong. A fishing boat containing ten men armed with knives and daggers blocked her passage and one of the men threatened to blow up the junk with dynamite if she refused to stop. Such a demand could not be ignored. The boat hove to, and the ten armed pirates boarded her. The crew were driven below, and tarponines were nailed over the hatch. Then the junk was ransacked and the pirates departed with clothing, fish and other articles to the value of \$88. Some six hours later the crew were again on deck, the police at Shaukiwan were notified, and an inquiry is now being instituted.

INTERPORT POLO.

The Baguio correspondent of the *Cablemen American* states that owing to an injury received as the result of an accident to Captain Crawford, of the Hongkong polo team, the English players will not participate in the polo tournament which is to be held here. The matches between picked teams will commence on Saturday.

The incapacitating of one of the players of the English polo team is much regretted, as these gentlemen came from Hongkong for the express purpose of playing polo.

SHIPPING NOTES.

The *Times of Malaya* states authoritatively that the Government refuses to entertain any scheme to shift Port Swettenham to Deep Water Point. It adds that, after all, the port is in the best place, and believes that screw-pile wharves will be built.

The Trinity House Authorities have placed a new lighted buoy just off the Needles light-house to mark the extreme end of the dangerous bridge reef of rocks of which the Needles is the base. They also give notice of their intention to alter the leading lights at Hurst Castle, so as to bring the course of vessels coming in from the Channel further to the westward, about midway between the new buoy and the South-West Shingle buoy.

A cable has been received by Messrs. Parker, Garret & Co., solicitors for the underwriters of the steamer *Princess Marie*, stating that the compensation awarded by the Russian Prize Court for the sinking of that vessel has been paid into the bank in St. Petersburg. The *Princess Marie* was taken by the Russian cruiser *Tsark* in June, 1905, during the Russo-Japanese War and was sunk. Lloyd's underwriters are interested in the vessel to the extent of \$27,000.

The Dominion Government of Canada has granted a subsidy to the Esquimalt Graving Dock and Shipbuilding Company for plant including dock machinery and buildings costing \$540,000. The subsidy is to be at the rate of 15 per cent. for 35 years. The dock will accommodate the largest vessels afloat. This action on the part of the Government marks the beginning of a great shipbuilding enterprise on the Pacific. The promoters of this undertaking are Messrs. Bullen, of Victoria, and Messrs. Denny Bros., of Dumbarton, Scotland.

Some reinsurance was effected on May 4th at 15 per cent. on the British steamer *Lodger*, which left New York on March 19 and Newport News three days later for Port Natal and Shangha. *Lodger*, after passing Cape Henry the vessel has not been reported. The *Lodger* is believed to have been loaded with case oil, and immediately a vessel carrying such a cargo is at all behind her time underwriters begin to feel a little anxious. Fires in vessels carrying general cargo from New York have been one of the serious troubles with which underwriters in recent years have had to contend. Early in the year the *Parisana*, valued at £40,000, was abandoned on fire while bound from New York to Melbourne with a valuable cargo, and other conspicuous losses were that of the *Norse Prince*, in January of last year, while carrying machinery and case oil, and that of the *Hercules Grange*, in 1906, while bound from New York to Melbourne. The *Lodger*, of which news is now keenly awaited, is managed by Messrs. Watson, Munro & Co., and is a vessel of 3,207 tons, built in 1904, and valued at \$27,000.

After being stranded on the Blenheim Shoal, near Port Swettenham, for ten days the N.D.L. *Argus* arrived at Tanjung Pagar on May 22nd under her own steam. She is (says a Singapore paper) apparently none the worse for the mishap and will not be detained here longer than is necessary to discharge her cargo. The steamer stranded on the Blenheim Shoal about noon on Tuesday, May 9, and after she had tried by her own power to get off she asked for assistance. On May 13 the *Belgravia* of the same line of steamers was ordered by Messrs. Behn, Meyer & Co., as local agents to proceed to the help of the stranded vessel. An attempt was made on the following day, wire hawsers being passed between the two vessels, but after several hawsers had been broken and very little done to improve the position of the *Argonia*, the *Belgravia* wired that she was too big a ship for the work and proceeded on her voyage to Europe. On the 15th inst. another telegram came from the local agents of the Hamburg-A

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

Hamburg, May 5th.

TONNAGE DUES.

The proposed increase in the harbour and tonnages dues, mentioned in my last despatch, has met with such widespread condemnation that the Chamber of Commerce decided to convene a meeting of the "Elbbarer Kaufmann," a body comprising nearly the whole of the mercantile community of the city, for last Saturday for the purpose of ascertaining, and in a formal manner giving expression to, the sense of the public with regard to this ill-advised measure of the Government. The arguments advanced by the several speakers were those already mentioned, the representative of the Hamburg-American Line stating as a proof of the serious view his directors took of the matter, that, although higher rates would add materially to the revenue of the company, losses of State quays being bound by the terms of their agreements to charge no less than the Government, they preferred foregoing this advantage to seeing the trade of the port endangered by unwise legislation. As it was Hamburg found some difficulty in holding its own in competing with other more favoured ports. A resolution was then moved by the representative of the Association of Exporters, and carried unanimously, to the effect

That the meeting of the Elbbarer Kaufmann protest most emphatically against an increase in the harbour and tonnages dues as calculated to seriously affect the vital interests of the trade of Hamburg.

The Association of Hamburg Shipowners has issued invitations for a lecture to be held by the Chief Secretary of the Hamburg-American Line on the subject to-night, when the matter will be discussed under its various aspects.

The immediate result of the agitation has been the postponement of the debate on the new taxes in the Bürgerschaft until next week, when, it is confidently expected, the proposal to raise the harbour and tonnages dues will, in consequence of the unanimous disapproval of the measure, be definitely withdrawn, whatever the fate of the other taxes may be.

THE LATE ADOLF WOERMANN.

One of our great shipowners and merchants, whose farsighted views, irresistible energy and untiring activity contributed in no small degree to the rapid development of the shipping trade of Hamburg, Herr Adolf Woermann, of the well-known line of African steamers that bears his name, died yesterday at the age of sixty-four. Falling health had compelled him to retire from business a year ago, but a prolonged stay in the south of France had so far restored his strength that, although a complete recovery was scarcely to be looked for, so sudden an end was not anticipated. His father's firm, which he entered at an early age, possessed factories on the west coast of Africa, a visit to which having convinced him of the potentialities of the country, he extended the scope of the undertaking by the erection of further factories particularly in the Cameroons, and endeavoured to establish regular communication by steam between Hamburg and the different ports. This he accomplished in 1880 when he was left sole partner in the business by the foundation of the African Steamship Co., now the Woermann Line, Ltd., and it is chiefly due to him that the Cameroons were acquired by Germany, for having gained the friendship and confidence of Prince Bismarck he used his influence with the latter to stimulate his interest in colonial enterprise. Being elected to the Reichstag for the third division of this city in 1884 he was generally looked upon as a leading authority on all colonial and maritime questions. In 1897 he lost his seat to the Socialists, but his zeal for what he considered his life-work, the expansion of the colonial trade of the country, remained the same. He was instrumental in the establishment of the German East African Line, which has since developed in a truly marvellous manner, and when the rebellion in South-west Africa broke out entered into an agreement with the Government for the transport of troops and stores to those parts. To accomplish this he had to add to his fleet, and when peace was once more restored transferred a number of vessels for which he had no further use to the Hamburg-American Line, of which company he became a director. His contract with the Government was destined to cause him a vast amount of trouble and vexation, for his political adversaries and other enemies, of whom he had many owing to his masterful spirit and uncompromising manner, availed themselves of the opportunity to accuse him of having taken an undue advantage of the need of the Government to enrich himself and his firm, and although director Balliu of the Hamburg-American Line and Dr. Wiegand of the Norddeutsche Lloyd, after a careful investigation of the books, declared that not only were the profits by no means exorbitant, but that they themselves would not have under-taken the whole of the work on the same terms as he did, and served to embitter the last years of his life. Now that he is no more the newspapers of all political shades do full justice to his character and his abilities, and frankly recognize the great services he has rendered not only to his native town but to the entire empire. His body will be cremated tomorrow, and no doubt the attendance will be a large and representative one.

CREMATION.

It would seem that cremation is becoming more popular in this country, although only very slowly, owing to the opposition it meets with from the clergy, both Protestant and Roman Catholic, and many legal authorities. In Prussia it has so far not been permitted, and

it is only quite recently that a Bill authorizing the erection of crematoriums has been submitted to the Prussian Chamber. According to the "Statistisches Taschenbuch für das Deutsche Reich" the first case of cremation is reported in 1878, it remaining the only one in that year; in 1891 the number had risen to 165, in 1903 to 107 in 1907 to 2,977 and to 6,074 last year. Germany possesses 53 crematoriums, of which one is in Hamburg, where 678 persons were cremated in the course of last year. The oldest is in Gotha, which shows a record of 549 for 1910. It seems that this method of disposing of the remains of the dead meets with most favour in the Kingdom and principalities of Saxony, for the total there amounts to 1,464 in 1910, or to nearly one-fourth of the entire number in Germany.

CHINESE MIXED MARRIAGES.

A CASE FOR INTERNATIONAL LAW.

The Chengtu correspondent of the *N.C. Daily News*, in a dispatch dated the 25th ultimo, says:

An agent of more than local importance, and indeed raising international questions of law especially as regards marriage relations, has been the chief topic of late. Some time since rumour was set going in Chinese circles, and gradually came to foreign notice, that there was in the city a returned student who had an English wife. Such an unusual thing in this far western capital called for some comment, but would have soon passed into the common nine days' wonder, had it not been for other information which gradually found its way up the long trade route of the Yangtze.

From apparently most reliable quarters the story as now pieced together runs as follows: During September of last year on one of the outward-bound German line steamers, the passengers had their attention drawn to the fact that down among the third-class passengers was an English girl married to a Chinese. Inquiry brought out the information that the husband was a student who had been in England for some four years studying engineering, that during this time in London he had stayed at the young lady's home, and that in the early part of 1907 they had been married at a registry office. A little girl of three years and a baby boy attested the genuineness of the affair, so nothing further was thought of the matter. From Shanghai they travelled to Nanking and were not again heard of for six months.

Early this spring it was reported that an Englishwoman in semi-Chinese dress was travelling second-class Chinese. As this was against rules investigation had to be made and the lady was recognized by one of the officers as his former fellow-passenger on the outgoing trip from England. On inquiry it was found that her husband, Mr. Woo (or Hu) had left some months previously for a position here in Chengtu. She in the meantime had been living in Nanking. She was then in charge, though she could not speak Chinese nor any English, of an elderly Chinese woman, her mother-in-law, and another woman said to be her husband's first wife.

On the steamer from Hankow to Ichang rules were strictly enforced and Mrs. Woo was required to come up to the European cabin. From Ichang to Chengtu the trio and the children travelled by native-boat, being seen by a missionary on route down river and by the officers at the Customs barrier, who debated about stopping her as a foreigner without passport, but allowed her to proceed as she seemed to be a Chinese subject.

Here in Chengtu the matter has taken a legal turn. Mr. Woo (or Hu), who is reported to be a superintendent in the old arsenal, has been summoned before the authorities to declare the status of his wives. That both are his wives is admitted and moreover that the Chinese woman is his first wife whom he had married some years before he married the English girl in London. As his justification he claims that he, according to Chinese custom, married the first wife for the sake of his uncle, who was childless, and then later in London married the second Mrs. Woo, who is his genuine wife.

Needless to say, British law recognizes no such alliances, and the lady has been duly registered with her children at the Consulate-General here, for in such cases according to British law the children are also British subjects. The matter is, however, by no means settled. It remains to be seen what Chinese, and especially what international treaty, law, will say. The matter no doubt will have to be settled at Peking or higher quarters.

There is not the slightest suggestion but that the alliance was entered into in all good faith on the part of both parties concerned. But it is well that such matters should become known as, with the ever-increasing numbers of students going to Europe and America, the rights of these questions which concern so deeply the future welfare of individuals and their families should be clearly defined.

£30,000,000 CONTRACT.

According to the Lisbon correspondent of the *Daily News*, Portugal's new Navy is to be built by British firms. The Commission of Naval Officers appointed by the Provisional Government to study the reorganization of the Navy and the defence of the country met recently to examine the proposals of various competing foreign firms. The French, Italian, German, and United States tenders were all rejected, only those of the British firms of Armstrong, Vickers, Sons & Maxim and Thornycroft being retained.

The idea of the Minister of Marine is to distribute the contracts for cruisers, destroyers, new guns for coast defence, and the building of the new arsenal amongst these firms. The whole cost is estimated to be £30,000,000, payable in fifty years, at the rate of £600,000 annually plus a small interest.

The coast defence and the building of the arsenal will be proceeded with at once, but the warships will be delivered at intervals. There is not yet enough personnel to man all the new ships. The contract has first to be ratified by the National Assembly, which will give the British firms full guarantee of payment.

We are informed by Messrs. Vickers, Sons & Maxim that so far they have received no official news regarding the contract.

WOMAN'S GREAT RIDE.

Madame Kudashoff, the widow of a Cossack colonel, who is riding on horseback from Harbin to St. Petersburg, arrived at Nijni Novgorod on May 2nd safe and well. Her mount is in excellent condition.

From Harbin (Manchuria) to Nijni Novgorod, as the crow flies, is about 3,600 miles, and it is some 500 miles more from Nijni Novgorod to St. Petersburg.

THE RAILWAY ROUTE TO CANTON.

Since there is a prospect of foreigners becoming more and more interested in this railway, "wonder if the question of route will be open to review." There are always at least two routes between places, the direct and the roundabout—and the one which has been adopted for this road is decidedly the latter. It is said that when the railway was planned between St. Petersburg and Moscow, the engineers had to submit the drawings to the Czar. He found that they had made it to wind about in all directions in order to accommodate places on route, so he took a ruler and drawing a straight line between the two cities, gave instructions to the railway built as he had drawn it. It would be a great gain if similar action could be taken with the Hankow-Canton line.

By looking at the map it will be seen that Canton lies almost due south of us, and that the crow-fly line lies along the boundary between the provinces of Hunan and Kiangsi. It is doubtful, however, if any engineer ever went over this direct route, or if any enquiry was made about it before the one adopted was surveyed. The route chosen by the American Engineers was the old water route, and they did their surveying as they went along in boats. It leads up the right bank of the Yangtze to Yochow, and then south by the Eastern shore of the Tungting Lake and continues along by the Siang and Li rivers till it reaches the Canton border. To this route there are many grave objections. It adds some 70 or 80 miles to the distance, and thus leads to an increase in the cost of the railway by the price of building the unnecessary mileage. On the through traffic it will also mean a great loss of time, and a large addition to the through freight and passenger charges, caused by going round the bend of a bow instead of following the line of the bow-string. Then it will cost a great deal more per mile to build than if the direct route had been followed. It turns to the rivers and lake will involve much construction of embankments, in certain sections, to lift the line above high water level. Many large bridges will be required, as all the tributary streams must be crossed at their mouths where they are widest. Lastly, for traffic the railway will have to compete with the steamers and native boats, which will still contrive to carry the bulk of the rice, tea, oil and other produce which Hunan exports so largely. By following the direct route, all these drawbacks are done away with. There are no engineering difficulties to speak of this side of the Canton province. The country is a rolling one, with low hills and long valleys, but a comparatively level roadbed can be found all the way. The streams would be crossed near their sources, and thus nothing serious would be required in the way of bridging.

But, best of all, the district is immensely wealthy in produce of all sorts. This line would go right through the great coal country. It would pass not far off from the Pingtang Mines and cut into the heart of the finest aniline fields of South Hunan. As an "all-round" man, he cannot be appreciated locally, for apart from being our finest batsman, he can, if necessary, fill the role of a fast bowler, whilst he has often taken wickets with his slows, having the aptitude of being able to break both ways. A brilliant fieldsmen—especially at cover-point—he has also on occasions kept wickets with the best of them, and his experience when in the Hampshire County eleven will hold him in good stead in the forthcoming cricket carnival.

It behoves our cricketers to put in as much practice as is possible during the week, for, it is stated, the visitors have an exceptionally strong team. The time is short, and the more practice they obtain, the more fitted will they be to defend the reputation of local cricket.

INTERPORT CRICKET.

The *Shanghai Mercury* in discussing the prospects of Shanghai in the forthcoming interport match says:

"They have the nucleus to a very good eleven in the following eight players, to wit: Captain E. I. M. Garrett, W. H. Moule, A. E. Lanning, H. B. Oldershausen, G. M. Billings, V. H. Lanning, D. H. McEuen and R. N. Anderson, all of whom can safely be considered as "certainties," but where the chief difficulty lies is, 'who are to be awarded the next three places.' This problem will have to tax the minds of the 'powers that be,' and it will be a very hard nut to crack. So many players have claims for consideration that a sorting process must of necessity be adopted, but as the time is so limited—there lies the rub. We are particularly strong in batting this year, and the same remark can be applied to the bowling department. For consistency of length and sustained effort W. H. Jackson has strong claims. He is at present trundling at the top of his form, and is a fair bat, and a useful field—in fact a useful man. The bowler will probably have to supply the fast bowler in either T. Main, or T. W. R. Wilson, whilst in the wicket-keeping line, there are three candidates in A. E. Wheen, E. A. Singer and W. J. Hayes. Whewen is an old Interport player, and will have plenty of claims, as he is a most useful batsman as well. Singer can also bat, as well as keep wickets, but W. J. Hayes, who has assisted Staffordshire (the county which S. E. Barnes has made famous), comes with a reputation, and will no doubt be closely watched. As previously mentioned, we are abnormally strong in batting this season, and if it is found necessary to add to the batting strength of the team, a long list of players can be mentioned, prominent amongst them being W. Miller, T. Wallace, F. P. West, L. H. W. Crookwell, S. B. M. Bremer, E. C. Wingrove, L. G. Westcott, J. K. Bradf and F. M. Neil. If it is essential to have a left-handed batsman, then L. G. Westcott will be the right man in the right place, but otherwise we defer giving an opinion in the fear of being considered

As regards the coaptaincy of the Shanghai eleven in the absence of Mr. L. Walker (the ex-Surrey), this position will naturally, and most appropriately, be allotted to Captain Garrett. As an "all-round" man, he cannot be appreciated locally, for apart from being our finest batsman, he can, if necessary, fill the role of a fast bowler, whilst he has often taken wickets with his slows, having the aptitude of being able to break both ways. A brilliant fieldsmen—especially at cover-point—he has also on occasions kept wickets with the best of them, and his experience when in the Hampshire County eleven will hold him in good stead in the forthcoming cricket carnival.

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PANAMA V. SUEZ.

Already the United States Government as such is engaged in competition for transportation with the overland railroads by reason of its ownership of the road across the isthmus of Panama. In the course of the next five years it will be engaged in similar competition with the British Government, which owns the Suez Canal. The Panama waterway will necessarily come in competition with the canal connecting the Mediterranean with the Red Sea.

This fact has already been taken into consideration, and it is announced that rates for passage of the Panama Canal will be fixed of about half those charged by the British Government.

The Suez Canal is nominally owned by a private corporation, but the British Government holds a majority of the stock. Having a monopoly, the enterprise has proved enormously profitable, and the Suez company will be able to meet the cut and still pay dividends. W. W. Johnson explains the situation thus:

"The idea of competition between canals on opposite sides of the Atlantic Ocean may soon rear its head, but the British Government—

which holds such an important position, will not

allow such a situation to arise.

It is proposed to ask Congress to give the

President discretionary power to fix the canal

rate at some figure between 50 cents and \$1.50 per ton. The Suez Canal now charges \$1.70 per registered ton. It will be good business

policy to leave the adjustment of rates in

the discretion of the President within well

settled limits. Whatever the rate, it will be

met at Suez, but the Panama Canal will have

great advantages in the way of facilities.

For one thing, it will be 45 feet deep, compared with

51 feet for the Suez waterway. It is further

proposed to supplement the Panama enterprise

by a coal station, the most modern loading

machinery, and a drydock of the largest size.

These facilities are quite important, because

Panama is destined to become a great com-

mercial centre and clearing house where freight

will be segregated, classified and distributed

according to its final destination.

EMIGRATION FROM IRELAND.

The emigration statistics of Ireland in 1910 have been published as a White Paper. The Registrar-General states that during the year 1910, the total number of emigrants from Ireland was 32,923, showing an increase of 3,693 over the number in 1909. Of those who emigrated 18,113 were males, and 14,810 were females. Of the males, 17,737, and of the females, 14,720 were natives of Ireland, the total number of such emigrants amounting to 32,457, equivalent at a rate of 74 per 1,000 of the population of Ireland estimated to the middle of 1910, and showing an increase of 3,781 as compared with 1909. The number of emigrants in the year 1910 is below the average for any of the decennial periods for which records are available. Of the 32,357 natives of Ireland who left the country last year, 4,248 were from Leinster, or 37 per 1,000 of the population of the province in 1910; 8,330, or 77 per 1,000, from Munster; 12,271, or 78 per 1,000, from Ulster; 7,593, or 11 per 1,000, from Connacht; the total number being equal to 73 per 1,000 of the population of Ireland according to the Census of 1910. The number of emigrants who embarked as steerage passengers to the United States was 22,639, and of these 7,263 had their passages paid for in America.

INTIMATIONS

ITCHING WAS SOMETHING TERRIBLE

Felt as If He Could Tear Leg Off.
Could Not Sleep, Would Wake Up and Find Knee Covered with Blood from Awful Scratching.
All Sorts of Ointments Failed.

Cuticura Ointment Cured Completely.

"I have been affected on my knee for about two years with what the doctor called eczema. I suffered most when it was warm in bed. Then the itching was something terrible. I felt as if I could tear my leg off, and I could not sleep. I used to wash my knee with water and my knee was covered with blood through my awful scratching. I tried all sorts of ointments such as—

and I used to be ashamed of myself when I would take my things off to play football. My mates used to look at me and scratching and you can think how it felt."

"I used to scratch Cuticura Ointment which made such an improvement that I got a box of it which cured my trouble completely. I am a member of the — Club, and I recommend the Cuticura Remedies to all the clubs I play against for all skin troubles." (S

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 6th Ed.-Liebers.

NEW ADVERTISEMENTS

GEO. FENWICK & CO., LTD.

NOTICE

THE MEETING of SHAREHOLDERS of the above Company Advertised to be held at noon To-day has been POSTPONED until further notice.

JOHN L. ANDREW,
General Manager.

Hongkong, 30th May, 1911. [762]

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING, postponed from SATURDAY, the 27th May, 1911, will be held on SATURDAY, the 3rd June, 1911, commencing at 3.30 P.M.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong, 30th May, 1911. [763]

SITUATION WANTED

EUROPEAN Wants Situation in a Good BUSINESS Firm. London and Indian experience. Good Salesmen would give Security.

Address—Care of "Daily Press" Office.

Hongkong, 30th May, 1911. [764]



NOTICE

THE OFFICES of the SANITARY DEPARTMENT will be REMOVED from Beaconsfield, Battery Path, to the 2nd Floor of the NEW GENERAL POST OFFICE, at the Corner of Des Voeux Road, Central, and Pedder Street, on WEDNESDAY, the 31st inst. All communications to the Department should be sent to the new address on and after the 31st inst.

W. BOWEN-ROWLANDS,

Secretary.

Hongkong, 30th May, 1911. [765]



G. FENWICK & CO.

ESTATE OF WILLIAM FRANCIS CANNING, DECEASED.

DETAILED statements of all Claims against the Estate of the late W. F. CANNING, formerly Constable to H.M. Consulate at Kiang-chow, who died at Ho-ho on August 19th, 1910, should be forwarded to the Undersigned before the 15th day of June, 1911.

A. G. MAJOR,

Acting British Consul, and Official Administrator of the Estate of the late W. F. CANNING.

British Consulate, Kiang-chow, 26th May, 1911. [766]

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

DACRE CASTLE. { On or about 21st June. For freight and further information apply to—

SHEWAN, TOMEY & CO., General Agents, Hongkong, 30th May, 1911. [767]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 31st inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 29th May, 1911. [768]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED—EX-ENGLISH MAIL.

YOU WILL FIND OUR RANGE INCOMPARABLE.

FOR QUALITY, STYLIS AND PRICES.

NEW FASHION STYLE BATH-

ING DRESSES AND CAPS.

White Stripe Muslins, Printed Dress Veiles, White Swiss Embroidered Muslins, Robe Muslins, White Embroidered Striped Dress Muslins, White Fancy Shirting; Merchantised Stripe Fancy Veiles, "The Elite" Stripe Dress Fabrics, &c., &c.

Latest Styles LADIES' STOCKINGS: Plain, Finest, Maro, Lisle, Black, Tan, High, and Double Solid.

Plain Finest Side Silk Clox Lisle Black, Tan.

Plain Silk Black Stockings. " " "

Lace " " "

Also Boys' and Girls' Best Values.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [769]

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 2nd day of June, 1911, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 26th May, 1911. [746]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 2 of 1875 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on SATURDAY, 3rd, and MONDAY, 5th June. Hongkong, 27th May, 1911. [751]

NOTICE TO RESIDENTS.

THOSE who may have in a day or two to find another dealer in PROVISIONS, GROCERIES, WINES and SPIRITS cannot do better than visit

H. RUTTONGEE & SONS, who will be pleased to supply all necessities at cheapest prices.

PASS BOOKS and PRICE LISTS can be obtained on application.

Hongkong, 24th May, 1911. [752]

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

Apply—G. FENWICK & CO., LTD., ENGINEERS, PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-12]

THE DAIRY FARM CO., LTD. [35]

GRACA & CO.

PEDDEE ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER, SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 25th October, 1906. [1608]

THE LING & CO..

19, QUEEN'S ROAD CENTRAL. FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1609]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515. [565]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOCKE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of Forces at the battle of Kwei-wei, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

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HOOSEN-ALI & CO.,

No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [768]

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A T Coast Port, as a going concern. Proprietor retiring. For further particulars apply to "HOTEL," Care of "Daily Press" Office, Hongkong, 5th May, 1911. [671]

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and from ALL WINE MERCHANTS.

[56]

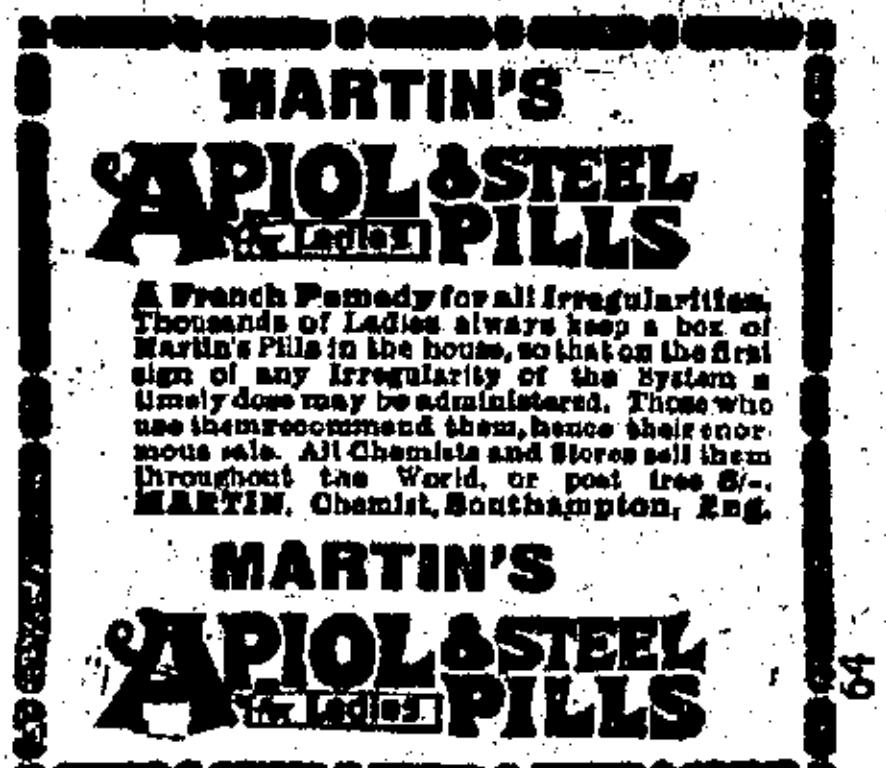
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OF APPOINTMENT TO

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30,000,000 BOTTLES.AS SUPPLIED TO THE HOUSE OF
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WHOLESALE AGENTS,
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HONGKONG.行發總
公司限有行生廣港香
[586]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"
FROM BOMBAY, COLOMBO AND
STRATOS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon; where each consignment will be sorted out by mark and delivery can be obtained as the goods are landed.

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From London, etc., ex a.s. "Nyanza" and
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From Montevideo, ex a.s. "Purana."

From Persian Gulf, ex a.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. GODDARD and DOUGLAS, at 9 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 25th May, 1911.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd June will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M.

No fire insurance has been effected.

Bills of lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 26th May, 1911.

[555]

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & CO., LTD.

[555]

GRIMAUT'S

SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

. BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

[1032]

WITH DOG AND GUN IN THE
NEW TERRITORY.BEING the Series of Articles recently
contributed to the "HONGKONG DAILY
PRESS" by "Sportsman," reproduced in book
form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

[748]

A ROYAL PHYSICIAN'S VIEWS ON A
COMMON COMPLAINT.

"I feel all floppy." We all know what it means. Although there is no actual disease, there is a mental listlessness and a physical lassitude which is exceedingly annoying.

A pick-me-up is the sufferer's urgent need. Those who are wise pin their faith to Sanatogen, whose manifold merits have been acclaimed by considerably more than fourteen thousand doctors, including ten physicians to crowned heads of Europe.

By acting on the nervous and physical sides of the body and, at the same time, improving the condition of the blood, Sanatogen tones up the system as a key winds up a watch, and imparts a sense of keen fitness for physical exertion and a vigorous mental alertness so that one feels able to do anything.

Hundreds of doctors have testified to Sanatogen's power of giving tone.

Dr. G. Quirico, Physician to H. M. the King of Italy, says: "I have used Sanatogen with marked benefit in the case of weakly children in convalescence after long illnesses. I consider the preparation a most excellent tonic."

It is noteworthy that in convalescence, after long illness, this feeling of "fogginess" is particularly prevalent, and, as the King of Italy's physician points out, Sanatogen is markedly useful at this time.

Sanatogen may be obtained of all Chemists.

[105-345]

BARNACLES AT THE FOREIGN
OFFICE.SEQUEL TO ATTACK ON A
BRITISH STEAMER.

This is a story of one of the most businesslike departments of the Greatest Power on Earth.

It tells you how, less than two years ago, the Foreign Office of Great Britain received an appeal from a firm of British shipowners to extract £300 compensation from the Russian Government for damage done to a steamer which was fired on by Russian gunboats in the Gulf of Finland.

It shows with what relentless haste the Foreign Office—in the course of a single year—examined and approved the shipowners' claim after consultation with the Board of Trade and the Admiralty, and, indeed, took the formidable step of forwarding it to the Russian Government.

It places on record, for the amusement of other Government departments, and the instruction of vulgar commercial firms, the vigorous line of action taken by the Foreign Office during the second year of this astonishing affair of business, by which it has ascertained that the Russian Government pooh-poohs the idea of paying a penny.

Finally it shows how, in spite of the exhaustion of two years' effort, the Foreign Office is still considering, with all the concentration of its businesslike mind the possibility of taking another step.

This thrilling drama of business—as played by a Government department—is unfolded in a record of the correspondence between the Foreign Office, the owners of the ship, and others.

The following are the actors in the drama:—

Sir Edward Grey, Secretary of State for Foreign Affairs.

Mr. Louis Mallet, Assistant Under-Secretary of State.

Messrs. Whitfield & Co., Newcastle-on-Tyne, managers of the Tyne and Blyth Steamship Company, owning the *Woodburn*.

Mr. Stanley Todd, secretary of the North of England Protecting and Indemnity Association, acting on behalf of Messrs. Whitfield.

DIARY OF DELAY.

The following is a diary of the "acts" in the drama:—

June 16, 1909.—Captain of *Woodburn* wires news to Newcastle.

June 18, 1909.—Foreign Office notified by Mr. J. Stanley Todd, of the North of England Protecting and Indemnity Association.

June 19, 1909.—Foreign Office acknowledges communication and requests sworn statements from captain and crew on arrival of vessel.

June 23, 1909.—Foreign Office communicates to Mr. Todd report of British Vice-Consul at Viborg.

July 12, 1909.—Foreign Office asks for sworn statement with as little delay as possible—letter signed "your most obedient and humble servant, Louis Mallet." Statements supplied forthwith.

July 29, 1909.—Foreign Office informs Mr. Todd that it is "at present in consultation with the Board of Trade and Admiralty regarding this case."

August 13, 1909.—Foreign Office sends Mr. Todd copy of the official report of the Russian Government on the incident received through his Majesty's Chargé d'Affaires at St. Petersburg.

The Chargé d'Affaires reports: "I hasten to inform you...." Letters contain statements of commanders of Russian torpedo-boats on the June incident.

August 17, 1909.—Foreign Office writes that Sir Edward Grey has "no knowledge" of the appointment of a Russian Court of Inquiry, and is "not yet in a position" to advise the owners on the formulation of a claim.

August 17, 1909.—Foreign Office writes that Sir Edward Grey has "no knowledge" of the appointment of a Russian Court of Inquiry, and is "not yet in a position" to advise the owners on the formulation of a claim.

September 7, 1909.—Foreign Office writes that Sir Edward Grey has, "after a careful examination of the case in conjunction with the Admiralty and Board of Trade," reached the conclusion "that the owners of the vessel has a *prima facie* case against the Russian Government for compensation," and gives advice on drawing up of claim.

September 10, 1909.—Owners send in tabulated claim for £812 8s. 7d.

September 22, 1909.—Explanations given to Foreign Office of certain claims.

October 27, 1909.—Mr. Todd asks Foreign Office for "the position up to date," as "owners are getting somewhat anxious over a settlement of their claim."

November 29, 1909.—Owners give further details of charges, in reply to Foreign Office request.

December 13, 1909.—Foreign Office announces that it has sent the documents, supplied by the owners, to the Board of Trade for consideration.

ALTERATION WITHOUT CHANGE.

December 21, 1909.—Foreign Office sends Mr. Todd a memorandum from Board of Trade suggesting certain modifications of claim, and including:—

Reduction of claim for temporary repairs to vessel from £375 to £350. Addition of £25 to claim for demurrage. (Net result, total amount of claim unaffected.)

7s. 6d. to be knocked off charge for doctor.

December 23, 1909.—Owners agree to £350 for temporary repairs, "to settle the matter," and send amended claim, expressing hope for "a speedy settlement."

January 18, 1910.—Foreign Office states that it has instructed Ambassador to present claim to Russian Government.

February 22, 1910.—Foreign Office, in reply to request for information as to claim, has been made, but that "the Russian Government are unlikely to reach a decision on the subject for some time to come."

April 26, 1910.—Foreign Office promises to instruct Ambassador "to use his discretion as to whether he should take any steps to press the Russian Government for an answer."

June 30, 1910.—Foreign Office promises Mr. Todd to forward his letter of inquiry to the Chargé d'Affaires in St. Petersburg, "with instructions to inquire of the Russian Government as to the progress of the case."

July 18, 1910.—Foreign Office reports that Chargé d'Affaires has inquired of the Russian Government as to the progress of the case.

July 20, 1910.—Mr. Todd gently suggests that the Chargé d'Affaires might keep the subject "actively" before the Russian Government.

"Physically," M. Mijatovich added, "the Albanians are the finest men in Europe. Their women are handsome, with dark hair, though their eyes are sometimes grey. To see them walk is a delight. We like to see the ballet at home. The first time I saw the Albanians walk, gave just the same pleasure. Their movements are so graceful, elegance and strength together."

"Yes, they are a very fine and a very gifted race. They are like the Scots in the seventeenth century, and they will be by and by the finest race, intellectually as well as physically, in the Balkans. If you go to Constantinople you will find that many of the finest men, not only soldiers but also statesmen, are Albanians."

"Their fault, due to their present degree of civilization, is that they cannot grasp the idea of State. The clan is their highest organization; they are unable to grasp the importance of combining the clan with the higher organization of making a State. But that will come."

September 19, 1910.—Foreign Office informs Mr. Todd that the Chargé d'Affaires in St. Petersburg has been asked "as to the present status of the *Woodburn* case."

October 29, 1910.—Owners protest: "We have surely waited long enough."

November 8, 1910.—Foreign Office to Mr. Todd: "I am directed by Secretary Sir E. Grey to acknowledge the receipt of your letter of 29th ult., and enclosure on the subject of the *Woodburn* case. I am to inform you, in reply, that this matter is receiving the careful attention of H. M. Government."

November 10, 1910.—Owners write: "We trust it will not be long now before a settlement is arrived at."

January 15, 1911.—Foreign Office to Mr. Todd: "I am to inform you in reply that the question is still under consideration."

January 17, 1911.—Mr. Todd writes: "It is apparently perfectly hopeless to expect satisfactory movement from Government departments, but unfortunately you are in the position that you have to go at the pace they agree to set." He asks Foreign Office to use their best efforts to urge a prompt settlement.

February 21, 1911.—"Another month has elapsed since we heard from the Foreign Office," write the owners, "and we are now no further forward than we were eighteen months ago. We cannot go on longer in the matter. Something must be done."

February 25, 1911.—"We are disgusted," write the owners, "that nothing further has been done. In response to repeated applications for payment we have received most unbusinesslike replies. Unless we are paid the amount of our claim forthwith it is our intention to publish the facts in the House of Commons."

March 1, 1911.—Foreign Office acknowledges receipt of letter.

March 5, 1911.—Foreign Office states that the Russian Minister of Marine ordered an inquiry into the matter, as the result of which it was ascertained that the action taken by the Russian naval officer concerned was in entire conformity with existing regulations."

The Russian Government take the view that the owners of the *Woodburn* shall proceed with proceedings against the Finnish pilot who directed the captain to steer the course which brought the *Woodburn* under fire. Foreign Office adds: "The question of whether any, and if so what, further steps can be taken in the matter is under consideration."

March 6, 1911.—Mr. Todd replies: "It is in a way understandable that the Russian naval authorities may, from the immunity they have enjoyed in recent years, arrive at the conclusion that they can, with a continuation of the immunity, damage or destroy innocent merchant vessels belonging to other Powers at their will—and we sincerely trust that, small though this case may be from the point of view of the money involved, H. M. Government will see to it that the owners of this vessel are indemnified for the loss they have suffered."

April 9, 1911.—Foreign Office acknowledges letter.

April 15, 1911.—Foreign Office writes: "The matter is being carefully considered, and as soon as Sir E. Grey has any information to communicate to the owners a further letter will be addressed to you."

This brings the story up to date. As the Foreign Office has done this much in two years, an admiring public may justly wonder what will be the position of the *Woodburn* case in 1912.—*Daily Express*.

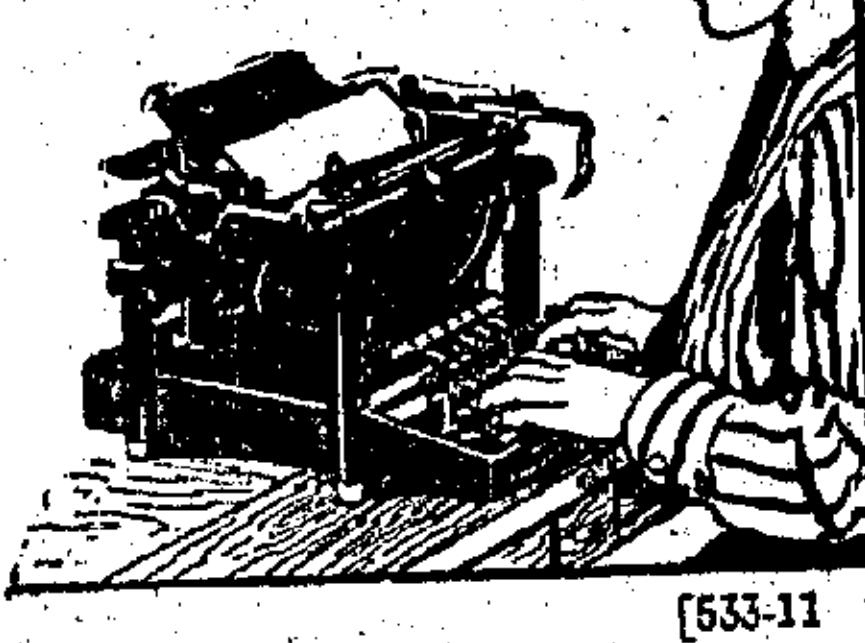
THE NEW JOAN OF ARC.

Some interesting corroboration of the story sent from Cattolica to Yanitzay

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and every nation it is the Standard Typewriter.

SIEMSEN & Co.,
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[533-11]

ON SALE.

THE DIRECTORY
AND
CHRONICLE 1911.FOR
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China, Siam, Straits Settle-
ments, Malay States,
Netherlands India,
Philippines, Borneo, etc.

The DIRECTORY covers the whole of the ports and cities of the Far East from Netherland India to Siberia, in which Europeans reside. Not only is the Directory the most full and complete in each case as it can be made, but each Colony, Port, or Settlement is preceded by a DESCRIPTION, carefully revised each year, most of which will serve as accurate guides for the tourist, giving every detail in connection with the places, their history, Topography, etc., &c.

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Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Sciences, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1884; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887 and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiao-chau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1898; New Port, 1898; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1851; Russian Land Trade, 1851.

Portugal, 1883; Commercial Treaty, 1904.

FINAL PROTOCOL—made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905; United States, 1882; Great Britain, 1895.

TREATIES WITH SWITZERLAND

Great Britain, 1856, 1869 and 1909; France, 1898 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Suez Canal Convention, 1899.

Great Britain and Russia, Railway Convention, 1899.

CUSTOM TARIFFS
TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.R.M.'s Subjects in China and Corea, and in Siam Rules of H.R.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malaya States Federation Agreements; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consuls of United States; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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It is published at the Office of the Hongkong Daily Press, and can be had from, and Advertisements sent through, the principal Booksellers in Asia and throughout the following:—

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COLOURED PLATE OF FLAGS OF FOREIGN HONGS

MAP OF THE FAR EAST

MAP OF YOKOHAMA

MAP OF KOREA AND HYOGO

MAP OF FOREIGN SETTLEMENTS, TIENTSIN

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The Book is printed from New Type specially
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CLASSIFIED LISTS OF TRADES and
PROFESSIONS at the larger Commercial
Centres.

The ALPHABETICAL LIST of RESIDENTS
contains the names of over
20,000 FOREIGNERS,
carefully arranged, with the Initials as well as
the Surnames in strictly Alphabetical Order,
so that any name can be found instantly.

THE MAPS AND PLANS
have been engraved by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
the following:—

COLOURED PLATE OF FLAGS OF FOREIGN HONGS

MAP OF THE FAR EAST

MAP OF YOKOHAMA

MAP OF FOREIGN SETTLEMENTS, TIENTSIN

AVERAGE MARKET PRICES.

ay 26th, 1911.
Th. Prices are given in Dollar Cents.

BUTCHERS MEAT.

Mei Lung Pa Yuk—Beef, sirloin
and prime cut lb. 20

Ham Ngau Yok—Corned Beef 22

Shiu Ngau—Bread of Beef 15

Ngau Nam—Bread of Beef 15

Tong Tong—Beef for soup 20

Ngau Yok—Pork for soup 22

Ngau No—Beef Steak, Sirloin lb. 30

Ngau Lao—Beef Steak, Sirloin lb. 30

Ngau Lan—Bullock's Tongue, from each 50

Ham Ngau Lo—corned 60

Ngau Tau—Bullock's Head 85

Ngau Kau—Heart 12

Ngau Kin—Beef Hump, salt 18

Ngau Kit—Bullock's Feet, each 5

Ngau In—Bullock's Kidney 9

Ngau Mel—Bullock's Tail 18

Ngau Kon—Bullock's Liver lb. 12

Ngau T'ao—Bullock's Tripe, undressed 6

Ngau T'ao Kok—Calves' head and Feet, net \$1.00

Yung Pai Kwei—Mutton Chop lb. 22

Yung Pe—Leg of Mutton 22

Yung Shan—Mutton Shoulder 20

Yung T'au—Sheep's Kidneys 8

Yung Sam—Sheep's Heart, each 8

Yung Kon—Sheep's Liver lb. 24

Chu Kau—Pig's Foot, each 12

Chu Ng—Pig's Brain, per pound 24

Chu Tshu—Pig's Eye lb. 25

Chu Tshu—Pig's Head 15

Chu In—Pig's Kidney 15

Chu P'au Kwei—Pork Chop lb. 18

Chu Sam—Pig's Heart 13

Chu Kon—Pig's Liver 30

Chu Teu—Smoking Eggs (to order) 22

Shang Ngau Yau—Beef Steak 20

Ngau Lai—Chung—Beefs, says 20

Ngau Chai Yuk Ch'eng—Veal 20

FOOTWEAR

Kai Tsui—Chickens 34

Sin Kai—Capons 30

Pan Kan—Doves, each

Sang Sheng Shih Ap—

Wild Duck, pair 10

Ap—Ducks 16, 24

Kai Tan—Hens, says 14, 24

Kai—Fowl, Canton 26

Hoi Niu Kai—Fowl, Hainan 82

Nga—Geese 21

Shing Hoi Ya Nguo—Geese, pair—

Wild Duck, Shanghai, pair—

Pak Koi—Pigeons, Canton each 32

Om Ch'ui—Quail 22

To Tsai—Hare 10

Musk Deer 10

Shun Kai—Phasmat 10

Chi Ku—Partridge 10

Wa Tsh—Koo Birds, doz—

Fo Kai Kung—Turkeys, Hen 45

Fish 14

Kai Yu—Barbel 0

Pin Yu—Bream 14

Shun Shou Yu—Canton Fresh water Fish 14

Le Yu—Carp 23

Miu Yu—Cat Fish 18

Min Yu—Codfish 18

Hai Yu—Crabs 20

Min Yu—Carp 16

Shu Yu—Dab 12

Fu Yu—Duck 12

Ng Yu—Eel 9

Ho Yu—Eels, Conger 15

Shui Yu—Eels, Fresh water 14

Wong Sia—Eels, Yellow 26

Tin Kai—Frogs 32

Shak Pan—Gouramis 52

Pak Kap Yu—Gudgeon 12

Hallut—Gurnard 28

Wong Yu—Labrus 16

Lung Ha—Lobster 25

Shu Yu—Mackerel 24

Lei Yu—Mackerel 24

Ng Yu—Mackerel 24

Ng Yu—Mackerel, Small 24

Ng Yu—Mackerel, Large 24

Ng Yu—Mackerel, Extra Large 24

</

THE FUTURE OF CHINA'S TEA TRADE.

IMPORTS TO BE MADE DIFFICULT.

A Times correspondent writes as follows:—Information has now been received from the East which explains Reuter's telegram from India (discussed in *The Times* of March 24), stating upon the authority of the Calcutta *Englishman* that the Chinese Government contemplated—1. Preventing the importation of tea from other countries. 2 Reducing the export duties upon Chinese tea.

The Englishman had good grounds for its announcement, and rendered a service by promptly calling attention to its significance. The facts, as communicated, are that the statement was explicitly made by a Chinese newspaper and passed on by Russian firms in Hankow to their representatives in Colombo and Calcutta, who gave the news to the local Press. It is also said that the Russian houses—which are the importers of the tea brought into China from elsewhere—protested through their Ambassador at Peking against the course proposed to be taken by the Chinese Ministers of Trade and Agriculture, so far as it concerned interference with imports.

Upon receipt of the information the Tea Association, whose headquarters are in Calcutta, met to consider the matter, which was recognized to be a menace not only to Russian trade, but also to the interests of the Indian producers. In objecting to the suggested prohibition or high taxation of its produce—which it is—India stands upon firm ground, because it allows China's tea to come in free, making no attempt to protect its own industry, which lots in some 5,000,000lb. or 6,000,000lb. of Chinese tea annually. The Ceylon producers, however, who fully recognize the gravity of the proposal, seem to be in a difficult position for their factories by our Russian friends will be overruled, if their Ambassador's action be properly supported by the British Government in the interest of British producers.

by the intention of the American Government to prevent artificially coloured tea from being imported, which would shut out Japanese tea, as well as Chinese green tea that has been "faded," partly because the tea demanded it, and partly because the materials used for colouring the leaf act as a preservative of freshness and flavour. Good green tea, with or without fading, can be made both in India and Ceylon, and the chance to develop this branch of trade seems to have come, but it is not yet being readily taken, perhaps because it involves some expense and trouble, while black tea is now paying well. It remains, however, a possible source of fresh revenue for British growers, because there is a widespread demand for good green tea, not here but abroad, and each million pounds' weight of leaf made into green helps to maintain or raise the price of black tea.

The conclusions reached from a careful survey of the conditions are:—1. That China's tea may be wanted in the future, perhaps somewhat more than during recent years. 2. That its export trade would only be helped to a small extent by such reduction of tariff or other duties as could be made. 3. That anything approaching to serious interference with the importation of one tea for their factories by our Russian friends will be overruled, if their Ambassador's action be properly supported by the British Government in the interest of British producers.

STATE INSURANCE.

ANALYSIS OF MR. LLOYD GEORGE'S NATIONAL SCHEME.

The main outlines of the State Insurance scheme introduced by the Chancellor of the Exchequer are as follows:—

INSURANCE AGAINST SICKNESS—COMPULSORY SECTION.

Persons Included: All wage-earning men and women, and young persons earning under £160 a year.

Persons Excluded: Soldiers, sailors, and teachers (to be provided for under special schemes); servants of the Crown and municipalities with retiring pensions; commission agents employed by more than one person; certain classes of the most casual sort of labourers.

VOLUNTARY SECTION.

Small tradesmen and men working for themselves a large proportion of whom are in the friendly societies, and those who have once been employed by others, but afterwards work for themselves.

CONTRIBUTIONS.

For all these, compulsory and voluntary contributions alike, there will be one uniform class, not several classes, as in the German scheme:—

The workman will contribute 4d. a week.

The workwoman will contribute 3d. a week.

The employer will contribute 2d. a week for men and women alike.

The State will contribute 2d. a week for men and women alike.

In the case of workmen receiving only 15s. a week, their contributions will be 3d. a week; 2d. for those earning 12s. a week, and 1d. for those earning 9s. In these cases the employer will pay a higher contribution.

NUMBER OF PERSONS INCLUDED.

Compulsory section ... 9,200,000 3,200,000
Voluntary section ... 600,000 200,000
(Young persons under 16: 500,000 boys and 300,000 girls.)

Total: 14,700,000.

BENEFITS.

Free medical relief, with no taint of charity. A benefit of 30s. in maternity cases, with the proviso that women are not to return to work for four weeks.

Special help in cases of consumption.

Sick allowance of 1s. a week for three months.

Sick allowance of 5s. a week to end of six months.

Permanent disablement allowance of 5s. a week to age of 70, when the patient would be transferred to the Old-Age Pension Fund.

Woman to receive 7s. 6d. a week for the first three months, and thereafter on the same scale as men.

Young persons under sixteen will not receive sick pay allowance, but will receive medical treatment and the use of the sanatorium.

During the period of sickness there will be no deduction of the contribution from the total benefits, and to prevent lapses through unemployment every contributor will be allowed three weeks a year margin, in which his contributions need not be paid. Nor will the policy lapse till he has failed to pay for thirteen weeks, though after the third week always attach to the situation.

DISTRIBUTION OF BENEFITS.

Approved friendly societies to be used for distributing benefits. Persons desiring insurance to join friendly societies.

Friendly societies to submit schemes for utilization of their own existing funds for kindred benefits.

CHARGE ON THE STATE.

In 1912-3 ... £1,742,000
In 1913-4 ... £335,000
In 1915-6 ... £4,563,000

INSURANCE AGAINST UNEMPLOYMENT.

Scheme to apply to men employed in the engineering and building trades.

Number affected 2,400,000.

Working—Labour Exchanges.

Contributions:—

Per week.

Workmen ... 2d.

Employers ... 2d.

The State One quarter of total cost, or about £750,000 a year.

BENEFITS.

In the engineering trades 7s. a week for fifteen weeks.

PERSONS AFFECTED.

Insurance against Sickness ... 14,700,000

Unemployment ... 2,400,000

Total ... 17,100,000

CHARGE ON THE STATE.

1913-14 ... £3,359,000

1915-16 ... £4,563,000

LATEST STEAMER MOVEMENTS.

The Bank Line str. *Kumerie* sailed from Manila on the 28th instant for Hongkong, and is due here on the 31st instant.

The Bank Line str. *Luceric* sailed from Kobe for Moji on the 28th instant.

The P. & O. S. N. Co. str. *Sintra* is expected to arrive at Colombo on the 31st inst., at 6 p.m.

The C.P.R. Co. str. *Empress of Japan* arrived at Kobe at 5 p.m. on the 26th instant, and left again at noon on 27th inst. for Shimoda, where she is due to arrive at 8 a.m. on the 28th instant.

The Silk ex C.P.R. Co. str. *Empress of India* which left here on the 29th ultimo, arrived at New York on the 26th inst.

The P. & O. S. N. Co. str. *Nubia* left Singapore for this port on the 29th instant, at 10 a.m., and is due here on the 3rd prox., at about 2 p.m.

WEATHER REPORT.

On the 29th at 11.55 a.m.—The barometer has fallen rapidly over the E. coast of China, and a considerable fall has taken place also at the Japanese stations, except at the Bonins.

The depression which is lying over S. China yesterday has moved towards E.N.E. and entered the Yellow Sea near the mouth of the Yangtze. It has become much deeper.

The other depression appears to be moving into the Pacific to the North of Japan.

Pressure is highest over the Pacific to the Eastward of the Bonins.

Fresh S.W. winds are indicated over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, C.20 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

W. and S.W. winds, fresh; fair.

S. W. winds, strong.

South coast of China between Hongkong and Lamock ... Same as No. 1.

South coast of China between Hongkong and Hainan ... Same as No. 1.

THE SILVER MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular:—

During the month of April the range of prices for cast silver, though small, was considerably wider than during the preceding month—namely, 8s. against 4s. of a penny. This was owing to a speculative movement in China, connected with the completion of the agreement for the £10,000,000 loan, a portion of which is to be used for the establishment of an Imperial currency. For more than a year a large amount, varying between £2,500,000 and £4,000,000, has been in the hands of Indian speculators; the quotation now stands below the average price at which this silver was acquired, and the operators are out of pocket a year's interest at a high rate. The Chinese speculation referred to above—which has arisen in the last few weeks is, as it were, piling Pelion on Ossa, and it is a fair estimate that £5,000,000 out of the £7,000,000 of the world's stock in China, Bombay, and London, has been bought and held with a view to secure a profit on its re-sale. Notwithstanding this enormous speculative position, it is not wise to assume that the price of silver will not be maintained, or even rise, but it is difficult in the face of such abnormal circumstances occasionally to review the situation. Admitting that about 24 pence is a fair price in normal conditions, when we remember that production is barely increasing, this figure does not seem excessive—anyone desirous of forming a judgment on the future of silver would do well to consider the following propositions:—Whether the absorption of 25,000,000 by the Chinese Government out of speculative stocks, apart from silver already used and available for currency in that country, is likely to occur within a reasonable time, or failing absorption of the whole amount, whether conditions in India warrant a fair hope that the balance will be taken off the market. Should the event prove unfavourable, the interest incurred by each year of delay adds at least three half-pence to the price paid for the accumulated stocks, and meanwhile, the speculator is exposed to the possibility of a bad Indian or Chinese harvest upsetting his calculations to an irretrievable degree. At the present moment the market looks fairly steady, and may continue to be, but that should not prevent producers and others from bearing in mind that the price is artificial and frequently subject to manipulation whilst immense stocks are in existence, and that a certain amount of danger must always attach to the situation.

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KING'S BUILDING, Praya Central.

TELEPHONE No. 780.

BY ROYAL WARRANT

PURVEYORS TO
H.M. KING GEORGE V.

JOHN BEGG'S

SCOTCH FAMOUS WHISKY.

DADY BURJOR & CO.

7, QUEEN'S ROAD CENTRAL,

HONGKONG.

TELEPHONE No. 665.

WHOLESALE AGENTS:

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *China* from San Francisco sailed from Yokohama on the 28th inst. for Hongkong, and is due to arrive here on the 6th prox.

The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

The T.K.K. str. *Chieyo Maru* with the U.S. mail sailed from San Francisco for Hongkong, via usual ports of call on the 24th instant, and is due to arrive at this port on the 20th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Cobras* left Manila on the 28th instant, at 5 a.m., and may be expected here to day at 8 a.m.

The E. & A. str. *Alldenhurst* left Sydney on the 15th instant, for this port (via Queensland, Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

The C.P.R. Co. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th instant a.m.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of China* arrived at Shanghai at 11.30 a.m. on the 29th inst., and left a.m. at 8 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on the 1st prox.

The C.P.R. Co. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th instant a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich* carrying the German Mails with date from Berlin on the 23rd inst., left Singapore on the 26th inst., at 8 a.m., and may be expected here to day at 10 a.m.

THE MERCHANT STRAMERS.

The H.A. Linie str. *Vandala* left Shanghai on the 27th instant, at 1 p.m., and may be expected here to day p.m.

The I.G.M. str. *Beaufort* left Shanghai via Foochow on the 27th instant, at 10 a.m., and may be expected here to-morrow at 7 p.m.

The T.K.K. str. *Hongkong Maru* (South American Line) sailed from Moji on the 26th inst., and is due to arrive at this port on the 1st prox.

The H.A. Linie str. *Sterling* left Singapore on the 26th inst., p.m., and may be expected here on or about the 1st prox.

The O.S.K. str. *Seattle Maru* left Tacoma for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about the 8th prox.

The Olof Wijk & Co. str. *Nippon* left Port Said on the 19th inst., and is expected here on the 15th prox.

The str. *Entela* left London on the 28th ult., and is therefore due here on or about the 18th prox.

The T.K.K. str. *Kiyo Maru* left Valparaiso on the 11th inst. for Hongkong.

The Mogul Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via the Straits.

The Mogul Line str. *Sikh* left United Kingdom on the 6th instant for Hongkong via the Straits.

THE BANK LINE, LIMITED.

SHIPPING

ARRIVALS

CHIYUEN, Chinese str., 23rd May—Canton.
HALIBUT, Norwegian str., 1,055 G. Saborg, 29th May—Bangkok via Swatow, 28th May.
Ries and General—China-Siam S. N. Co.
HUNAN, British str., 1,143, Speed, 28th May—Hongkong 23rd May, Coal—Butterfield & Swire.
KUMSAN, British str., 2,078, F. Wheeler, 20th May—Singapore 23rd May, General—Jardine, Matheson & Co.
PANHO, British str., 1,227, Gibbs, 28th May—Tientsin and Chefoo 23rd May, General—Butterfield and Swire.
PITMAN, German str., 1,234, D. Reimers, 20th May—Bangkok 20th and Swatow 28th General—Molchers & Co.
SINGAPORE, American str., 6,655, A. Zeder, 29th May—San Francisco 3rd May, Mail and General—P. M. S. Co.
SINGAN, British str., 1,047, F. Jaujison, 28th May—Haiphong, 26th May, General—Butterfield & Swire.
STENTON, British str., 4,328, A. D. Baker, 29th May—Liverpool 22nd April, General—Butterfield & Swire.
TJALINK, Dutch str., 3,061, J. B. V. Damme, 29th May—Makassar 22nd May, Coal and General—Java-China-Japan Line.
TRIUMPH, German str., 703, Jacobson, 29th May—Haiphong 26th and Hukow 28th May, General—Jesup & Co.
VICTORIA, Swedish str., 28th May—Canton.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE

29th May.

Bayer, German str., for Singapore.
Brookings, British str., for Shanghai.
Hauching, British str., for Swatow.
Hanoi, French str., for Pekin.
Poum, Alur, Japanese str., for Kuching.
Thomson, German str., for Bangkok.
Sibir, Russian str., for Foochow.
Tou Mor, Japanese str., for Singapore.

DEPARTURE

29th May.

KWEICHOW, British str., for Amoy.

SHIPPING REPORTS

The British str. Kumsang reports: Smooth sea, fine weather and moderate monsoon.

PASSENGERS

ASIA-VEL.

Per Kumsang, from Singapore, Dr. Alice Shree, Mr and Mrs Castelli, A. H. Barlow, and Dr. Bandewin.
Per Siberia, from San Francisco, Mr. R. A. Atkinson, Mr and Mrs H. C. Antel, Mr and Mrs. B. Ashurst, Miss M. F. Baldwin, Mr and Mrs. E. B. Baldwin, Mr. D. N. Ball, Mr. T. G. Bennett, Mr. G. K. Borden, Mr. A. J. Berthoff, Mr. J. V. Butler, Mr. M. M. Boney, Miss A. L. Bryton, Mr and Mrs. C. A. Buttner, Mr and Mrs. C. W. Chambon, Messrs J. Cohen, G. T. Colman, Mr. J. P. Cooley, G. L. Cox, C. W. Crut, C. L. Dally, K. W. Danner, S. W. Eager, J. R. English, C. F. Fohiman, L. T. Farnham, W. H. Fernich, J. J. E. Fisher, Mr and Mrs. C. W. Freitag, Miss A. M. Galton, Mr. E. F. George, Messrs W. D. Gooch, D. H. Grant, J. J. Gruber, R. E. Hall, J. W. P. Hall, Quin T. Hall, W. R. Hamm, G. A. Hanson, E. G. Heffelt, A. B. Hoag, F. S. Hopkins, H. R. Huso, Miss J. M. Jackson, Mr. C. H. Jervis, Mr. J. L. Johnson, Mr. O. C. Kemp, Mr. Ray Kline, Miss M. E. Kline, Messrs W. S. Koontz, J. S. Kugler, H. M. Lakin, E. E. Lucas, A. McCurdy, Miss M. Rogers, Mr. A. M. Moyers, Mr and Mrs. M. L. Netzorg, M. C. D. Paul, Mrs. M. H. Plant, Mrs. M. G. Petter, Mrs. F. W. Pyle, Miss T. P. Pyle, Master C. W. Pyle, Mr. W. L. Rutherford, Mr. V. E. Rector, Mr. W. W. Rossington, Mr and Mrs. J. C. Randles, Mr. R. R. Sago, Messrs J. E. Sears, C. Singletary, J. A. Smith, E. M. Smoyer, F. E. Stalup, J. W. Stayton, C. A. Steen, A. J. Swift, Miss L. G. Storts, Mr and Mrs. R. S. Swinton, Mr. F. D. Tracy, Mr and Mrs. G. M. Waddell, Mr. W. T. Wolverington, Mr. E. F. Warner, Mr. F. J. Webster, Mr. E. C. Welch, Prof. J. R. Wright, Mrs. F. M. Pickering, Miss Etheda Pickering, Miss A. Van Herten, Mr. C. B. Chardron, Mrs. E. C. Farham, Mrs. E. M. Grandell, Mr. J. A. Ball, Mr. Frank Hill, Prof. R. Buck and Capt. Boyd.

DEPARTED

Per Haidan, for Amoy, Mr. Mackintosh; for Pochow, Mr. J. B. Southmeyd and Mr. A. C. Logan.

Per Korda, for San Francisco, Mrs. J. H. Collins, Mrs. P. E. Hemmett and infant, Mrs. J. W. Bothin, Miss G. Bothin, Miss C. Bennett, Miss E. A. McMillan, Mrs. L. F. Goodie, Mr. and Mrs. H. T. Blackburn, Mr. J. N. Blackburn, Mr. and Mrs. N. A. Hall, Mrs. C. F. Martin, Mr. Wm. Woon, Capt. and Mrs. Sutton, Major and Mrs. C. R. Knutson, Mrs. I. A. Smith, Mrs. J. Doyle, Mr. J. W. Tawksbury, Mr. R. Bynder, Mr. and Mrs. R. W. Speel and maid, Miss D. S. Steel, Mr. C. H. Steel, Mr. Wm. B. Jones, Mrs. Core Richards, Lt. E. C. Waddell, Mr. A. E. S. Alves, Rev. A. Maleon, Rev. A. Lopez, Mr. G. E. Menagh, Mr. G. H. Corse, Jr., Miss I. Kida, Mr. L. Moeser, Mr. and Mrs. G. W. Simmie, Mr. and Mrs. G. K. Lariviere, Mrs. R. Rooney, Mr. and Mrs. D. Pritch, Mr. W. A. R. Doxat, Mr. and Mrs. E. O. Leiser and infant, Mr. R. D. Harvey, Mr. and Mrs. F. J. Yemmer, Judge and Mrs. A. A. Wilder, Miss A. Maerker, Mrs. and Mrs. D. W. Minton, Miss J. S. Van Buren, Mr. J. G. Low, Mr. B. Blane, Mr. H. E. Lawson, Dr. C. B. Jones, Mrs. G. Douglas, Mr. H. W. Kirby, Mr. A. J. L. Macgregor, Mr. C. Curtis, H.R.H. Prince Chulabhorn, H.E.H. Prince Prayatiphol, Prince and Princess (overdue), Mr. Luang Vian, Messrs Bhumibol, Traidid, Dhep, Rajada, Nada, Amara, Nakharat, Viman, Hal, Sulang, Sodh, Mr. P. D. Taylor, Mr. and Mrs. T. Hayashi, Mr. C. P. Bowditch and daughter, Miss E. Livingston, Mr. and Mrs. E. F. Smith, Miss E. Smith, Mr. L. E. Phillips, Mr. J. J. Schotten, Mr. J. B. Brady, Major-General Rajalak, Mr. E. A. Keith, Mr. and Mrs. E. M. Pomeroy and child, Messrs D. E. Hallett, E. R. Holmes, W. H. Francis, F. C. Ware, C. P. Bowditch, S. I. Munger, R. B. Livingston, A. J. Mott, Mr and Mrs. McLeod, Mr and Mrs. G. B. Farham, Mrs. L. W. Ryland, Mr. and Mrs. J. Harper, Mr and Mrs. L. G. Johnson, Mr and Mrs. C. W. Carter, Mr. R. Voglen, Mr. G. L. Goubré, Mr. R. de Conchy, Miss J. C. Haight, Miss F. Starr, Miss Z. Schotten, Miss A. B. Flett, Miss G. Mooser and infant, Mrs. R. B. Livingston, Miss M. Clisbee, Mr. L. H. Maitair, Mr. W. B. Gotes, Mr. O. G. C. Livingston, Miss A. Whittall, Miss F. Olive, Mrs. E. M. Foster, Mr and Mrs. E. Mehrt.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kaw," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.

VESSEL'S NAMES.

FLAG & BIG.

BERTH.

CAPTAIN.

FOR FREIGHT APPLY TO

TO BE DESPATCHED

LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	P. & O. S. N. Co.	To-morrow, at 11 A.M.
LONDON & ANTWERP	MONTMOUTHSHIRE	Brit. str.	—	JARDINE, MATHESON, & CO., LTD.	About 3rd June.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	P. & O. S. N. Co.	On 10th June, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NIKE	Brit. str.	—	P. & O. S. N. Co.	About 14th June.
ROTTERDAM, & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	SCHWIGHAMMER	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITONIA	Ger. str.	k. w.	KOTTE	On 26th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PHIENELLES	Ger. str.	k. w.	Diedrichsen	On 9th June.
HAIRE & BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONA	Ger. str.	k. w.	Peter	On 3rd July.
HAIRE & BREMEN & HAMBURG VIA STRAITS, &c.	KAGA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 14th June, A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUUTA MARU	Jap. str.	—	Wm. Thompson	On 21st June, at D'light
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	k. w.	Knaus	On 23rd June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUelow	Ger. str.	k. w.	H. Formes	On 1st June, at 10 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VANDALIA	Ger. str.	k. w.	Meissner	On 2nd June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAEGE CASTLE	Am. str.	1 m.	SHEWAN, TOME'S & CO.	About 21st June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 15th June, at 6 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAIGLE	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 28th June, at Noon
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHRISTIAN SMITH	Jap. str.	—	PACIFIC MAIL S.S. CO.	To-day at 11 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHRISTIAN SMITH	Jap. str.	—	PACIFIC MAIL S.S. CO.	On 13th June, at 11 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PORTLAND	Brit. str.	—	PACIFIC MAIL S.S. CO.	On 20th June, at 4 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMADA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 18th June, at 4 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	TOYOKAISEN KAISHA	On 6th June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMERIC	Brit. str.	—	THE BANK LINE, LIMITED	On 6th June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPPON MARU	Jap. str.	—	CANADIAN PACIFIC R. CO.	On 2nd June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIBERIA	Brit. str.	—	PACIFIC MAIL S.S. CO.	On 9th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Nor. str.	1 m.	PACIFIC MAIL S.S. CO.	On 16th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HENRIK IBSEN	Jap. str.	—	PORTLAND & ASIATIC S.S. CO.	On 20th June, at Noon.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRALIAN PORTS VIA MANILA	Brit. str.	—	NIPPON YUSEN KAISHA	On 9th June, at 11 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	MELCHERS & CO.	On 7th June.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MITSUAKI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 7th June, at Noon.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 17th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KOBE & YOKOHAMA	Brit. str.	—	TOYOKAISEN KAISHA	On 7th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	TOYOKAISEN KAISHA	On 17th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HONGKONG, MARU	Brit. str.	—	TOYOKAISEN KAISHA	On 17th June, at 1 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YILATJAP	Brit. str.	1 m.	CHINE-CHINA-JAPAN LINE	Quick despatch
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	On 2nd June, at Noon.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NANCHANG	Brit. str.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGSANG	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	Today, at Noon.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. E. F. FRIEDRICH	Brit. str.	—	MELCHERS & CO.	About 31st inst.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LINAN	Brit. str.	—	C. C. Williams	On 1st June, at 4 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	P. & O. S. N. CO.	On 4th June, at 10 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINHUA	Brit. str.	—	P. & O. S. N. CO.	On 3rd June, at 4 P.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Brit. str.	—	P. & O. S. N. CO.	On 4th June, at 10 A.M.
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BOMBAY MARU	Brit. str.	—	OLOF	

